
**TIGARD CITY COUNCIL
MEETING**

MARCH 16, 2004 6:30 p.m.

**TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223**



PUBLIC NOTICE:

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead-time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting date by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL WORKSHOP MEETING
MARCH 16, 2003

6:30 PM

1. **WORKSHOP MEETING**
 - 1.1 Call to Order - City Council
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non Agenda Items

2. **FINANCIAL MANAGEMENT/FORECASTING BRIEFING**
 - a. Staff Report: Finance Staff
 - b. Council Discussion

3. **JOINT MEETING WITH THE LIBRARY BOARD**
 - a. Staff Report: Library Staff
 - b. Presentation by Library Board Members Updating Council on Library Services
 - c. Council and Board Discussion

4. **MEETING WITH OREGON DEPARTMENT OF TRANSPORTATION (ODOT) REPRESENTATIVES REGARDING HIGH PRIORITY PROJECTS WITHIN TIGARD CITY LIMITS**
 - a. Staff Report: Engineering Staff
 - b. Council Discussion with Oregon Department of Transportation (ODOT) Representatives: How can the City and ODOT move ahead with implementation of projects?

5. **CONTINUATION OF DISCUSSION OF THE METRO SURVEY: PHYSICAL ATTRIBUTES OF A COMMUNITY'S SENSE OF PLACE**
 - a. Staff Report: Community Development Staff
 - b. Council Discussion and Review of Comments by the Planning Commission
 - c. Direction to Staff (Prepare final draft of survey with comments incorporated and scheduled the survey for final review by the Council on March 23, 2004.)

6. DISCUSS DRAFT INTERGOVERNMENTAL AGREEMENT FOR PARKS SYSTEM DEVELOPMENT CHARGES (SDC's) FOR UNINCORPORATED BULL MOUNTAIN AREA
 - a. Staff Report: Community Development Staff
 - b. Council Discussion
7. COUNCIL LIAISON REPORTS
8. NON-AGENDA ITEMS
9. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
10. ADJOURNMENT

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AGENDA ITEM # 2
FOR AGENDA OF March 16, 2004

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Financial Management/Forecasting Briefing

PREPARED BY: Craig Prosser DEPT HEAD OK CR by JF CITY MGR OK EW for WRM

ISSUE BEFORE THE COUNCIL

Finance Department briefing on the five-year General Fund financial forecast and the factors influencing the declining fund balance.

STAFF RECOMMENDATION

None

INFORMATION SUMMARY

The City annually updates its five-year financial forecast based on the most recent economic conditions as well as the projected future needs of the City. This forecast allows the City to project expected revenues and expenditures for each of its funds to help anticipate financial requirements. This presentation will concentrate on the City's General Fund as requested by the City Council as a result of a recent presentation by the City's Finance Director. The emphasis of the presentation will be on the specific factors that are impacting the forecasted declining balance in the City's General Fund.

Based upon the financial forecast that was first presented in November, 2003, it was showing that the fund balance in the General Fund would first go negative in FY 2007-08. The forecast has now been updated with the initial budget requests for FY 2004-05 from the City departments with adjustments made in future years based upon a more conservative approach for future program expansion. The forecast, after making these adjustments, is still showing that the fund balance in the General Fund would go negative in FY 2007-08; however, not as to the extent as initially projected.

The presentation will focus on the major factors that are influencing this declining balance in the General Fund.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

N/A

ATTACHMENT LIST

None

FISCAL NOTES

N/A

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Joint Meeting with the Library Board

PREPARED BY: Margaret Barnes DEPT HEAD OK *MB* CITY MGR OK *ECM for WAM*

ISSUE BEFORE THE COUNCIL

This is the regularly scheduled, annual joint meeting between City Council and the Library Board.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

Annual meeting with the Library Board to provide information to the City Council. The Library Board is prepared to update the Council about the following areas of library service.

- Update on the Proposed WCCLS Operational Levy
- Update on the New Tigard Library including recommended policies for the Community Room
- Life-Long Learning Update
- Update on Library support provided by the Friends and Foundation

OTHER ALTERNATIVES CONSIDERED

None.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Goal #2: A wide array of opportunities for life-long learning are available in a variety of formats and used by the community.

Goal #3: Adequate facilities are available for efficient delivery of life-long learning programs and services for all ages.

ATTACHMENT LIST

None.

FISCAL NOTES

None.

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Meeting with Oregon Department of Transportation Representatives Regarding High Priority Projects Within Tigard City Limits

PREPARED BY: A.P. Duenas DEPT HEAD OK apDuenas CITY MGR OK ean for WAM

ISSUE BEFORE THE COUNCIL

Discussion with Oregon Department of Transportation (ODOT) officials regarding solutions to congestion on state facilities within the City of Tigard. Request information on any maintenance or modernization programs programmed for ODOT facilities within City limits. Explore potential funding sources that could be available in the future to implement high priority projects and determine if any partnering possibilities exist for the City and ODOT to move ahead with projects or to support projects that would benefit Tigard.

STAFF RECOMMENDATION

Staff recommends that Council discuss high priority projects with ODOT representatives and determine how the City and ODOT can move ahead towards implementation of these projects.

INFORMATION SUMMARY

One of the Council goals for calendar year 2004 is to aggressively pursue solutions to congestion of state, county and City facilities that lie within the City limits. Many of the projects needed to improve circulation within the City are under state or county jurisdiction. The Council goal is to pursue implementation of these projects regardless of jurisdiction. That goal requires discussions with the entities responsible for those facilities. A meeting with ODOT representatives at least once during the year to discuss state road facilities, priorities for implementation, and funding needed for those projects is part of that overall effort to pursue implementation of improvements that would benefit Tigard while reducing congestion on state facilities.

A prioritized list of projects that would have the most benefit for Tigard regardless of jurisdiction was presented to Council at its workshop meeting on February 17, 2004. Many of the high priority projects identified involve intersection improvements along Highway 99W. This initial meeting with ODOT officials provides an opportunity to begin a continuing dialogue with those officials hopefully leading to implementation of some or all of those high priority projects. The approach to project implementation could involve partnering with ODOT and other jurisdictions, providing matching funds to county, state or federal dollars, or support for multi-jurisdictional projects that would benefit this area.

OTHER ALTERNATIVES CONSIDERED

Not applicable

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Implementation of high priority projects would meet the Tigard Beyond Tomorrow goals of *Improve Traffic Safety* and *Improve Traffic Flow*.

ATTACHMENT LIST

List of Priority Projects for the City of Tigard

FISCAL NOTES

There is no funding associated with this effort at this time. The implementation of the high priority projects would require funding through federal, state, City or county sources.

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City of Tigard Priority Projects

Group	Projects	TSP Reference	Estimated Costs	Remarks
1	• Hall Blvd/Highway 99W Intersection Improvements	Table 11-7 No. 11	\$5,000,000	Funded through MSTIP 3.
	• Main Street/Greenburg Road/Highway 99W Intersection Improvements	Table 11-7 No. 8	\$2,000,000	
	• Walnut Street/Highway 99W Intersection Improvements	Table 11-7 No. 30	\$250,000	
	• Gaarde Street/McDonald Steeet/Highway 99W Intersection Improvements	Table 11-7 No. 25	\$700,000	
	• Beef Bend Road/Highway 99W Intersection Improvements	Table 11-7 No. 26	\$250,000	
2	• Hall Blvd/Scoffins/Hunziker Intersection Realignment	Table 11-6	\$1,500,000	Provides an alternative to Gaarde Street
	• Walnut Street (Tiedeman Avenue to 121st Avenue)	Table 11-6	\$1,400,000	
3	• 72nd Avenue/Dartmouth Street Intersection Improvements	Table 11-7 No. 17	\$500,000	The TriCounty project is conditioned to do this.
	• 72nd Avenue (Dartmouth Street to Hampton Street)	Table 11-6	\$2,500,000	
	• Greenburg Road (Shady Lane to Tiedeman Avenue)	Table 11-6	\$2,500,000	
4	• Walnut Extension (Highway 99W to Hunziker Street)	Table 11-6	\$19,000,000	Corridor study funding included in FY 2004-05
	• 72nd Avenue (Dartmouth to Highway 99W)	Table 11-6	\$2,000,000	
5	• 72nd Avenue (Hampton to Varns)	Table 11-6	\$600,000	Should be constructed as part of the Highway 217 widening
	• Highway 217 Overcrossing (Hunziker to Hampton)		\$7,000,000	

City of Tigard Priority Projects

6	• Nimbus Extension (Nimbus Avenue to Greenburg Road)	Table 11-6	\$20,000,000	Recommended in the Washington Square Regional Plan
	• Highway 217 Overcrossing (Locust Street to Nimbus Avenue)	Table 11-6	\$18,000,000	Recommended in the Washington Square Regional Plan
7	• Greenburg Road (Tiedeman Avenue to Highway 99W)		\$5,000,000	
	• Greenburg Road (Locust Street to Hall Blvd)		\$3,000,000	
8	• Hall Boulevard Improvements (Highway 99W to Durham Road)	Table 11-6	\$10,000,000	Includes replacement of Hall Blvd bridge near City Hall
9	• Durham Road/Upper Boones Ferry Road Intersection Improvements	Table 11-7 No. 32	\$1,000,000	
	• 72nd Avenue/Upper Boones Ferry Road Intersection Improvements	Table 11-7 No. 22	\$1,000,000	
	• 72nd Avenue/Carman Drive Intersection Improvements	Table 11-7 No. 21	\$200,000	
	• Carman Drive/I-5 Southbound	Table 11-7 No. 35	\$200,000	
	• Carman Drive/I-5 Northbound	Table 11-7 No. 36	\$500,000	

Special Group

• Wall Street (Hall Blvd to Hunziker Street)	Table 11-6	\$7,000,000	To be constructed with development
• Atlanta Street	Table 11-6	\$2,500,000	To be constructed with development

City of Tigard Priority Projects

- 68th Avenue

Table 11-6

\$19,000,000

Needs to be constructed as part
of Hwy 217 Improvements

- Beef Bend Road (Highway 99W to Roy Rogers Road Table 11-6

\$24,000,000

Access Control recommended.
Should relieve Bull Mountain
Road of some traffic volumes.

Regional Projects

Highway 217 Widening to 6 lanes
Highway 99W (Highway 217 to I-5)



CITY OF TIGARD

Transportation Systems Plan

Legend

- 00 - Intersection Improvement Location/Number

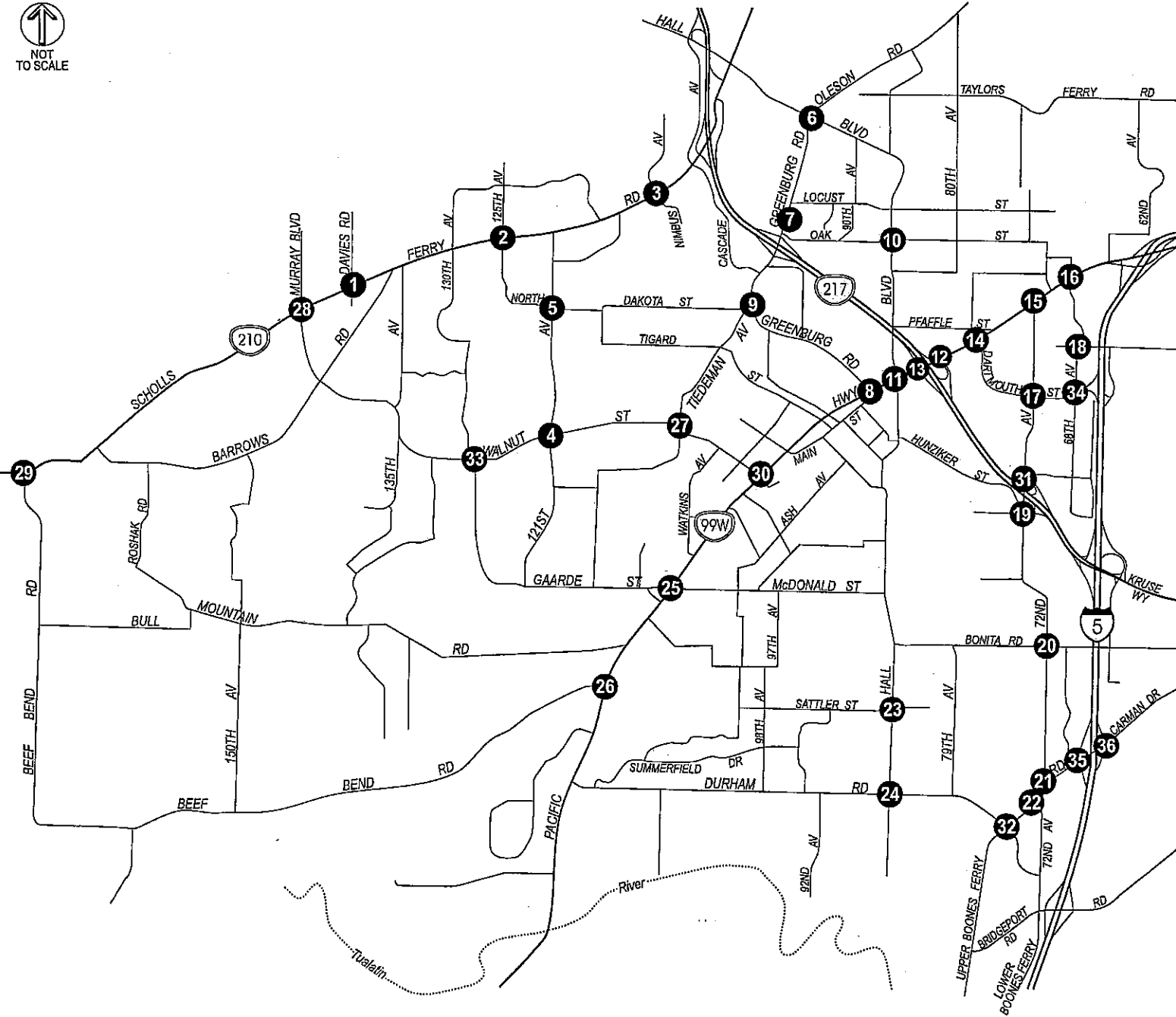


Figure 8-20
INTERSECTION
IMPROVEMENT LOCATIONS

Table 11-6

Future Street Improvements

(All Projects include sidewalks, bicycle lanes and transit accommodations as required)

Location	Description	Cost Estimate	Funding Status*
I-5	Widen to 4 plus auxiliary lanes (each direction) between ORE 217 and I-205	\$200,000,000	Not Funded Not in any plan
	Provide additional throughput capacity (each direction) south to Wilsonville	\$50,000,000	
ORE 217	Widen to 3 lanes plus auxiliary lanes (each direction) between US 26 and 72 nd Avenue	\$240,000,000	Not Funded In RTP (as widening or HOV or HOT)
	New ORE 217/I-5 interchange between 72 nd Avenue and Bangy Road	Phase 2 \$39,000,000 Phase 3 \$15,000,000	Phase 1 Funded Phase 2 & 3 in RTP RTP 6027 & 6028
ORE 99W	Widen to 7 lanes (total—both directions) between I-5 and Greenburg Road	\$25,000,000	RTP 6039
I-5 to ORE 99W	Connector linking I-5 and ORE 99W (model assumed connector would be located north of Sherwood—specific location to be determined by further study)	\$250,000,000	RTP 6005 (Toll Route)
Overcrossings over ORE 217	5 lane overcrossings linking Washington Square and Cascade Avenue—one north of Scholls Ferry Road, one south of Scholls Ferry Road to Nimbus	\$40,000,000	RTP 6011 & 6052
	Connector Road Nimbus south to Greenburg	\$15,000,000	RTP 6053
Overcrossing of I-5	Widen Carman Drive interchange overcrossing to six lanes from four (two through lanes each way, side by side left turn lanes).	\$4,000,000	Not Funded In no Plans
Scholls Ferry Road	Widen to 7 lanes (total—both directions) between ORE 217 and Barrows Road (East)	\$30,000,000	To 125 th – RTP 6021 West of 125 th not funded
	TSM/Corridor Signal Timing/ITS	\$500,000	RTP 6025
Greenburg Road	Widen to 4 lanes adjacent to cemetery (Hall to Locust)	\$2,500,000	RTP 6015
	Widen to 5 lanes:		
	Locust to Shady Lane	\$2,500,000	RTP 6014
	Shady Lane to North Dakota	\$2,000,000	RTP 6016
	Tiedeman to ORE 99W	\$4,800,000	RTP 6031
Walnut Boulevard	Widen to 3 lanes between 135 th (or where Gaarde connects) to ORE 99W	\$11,800,000	RTP 6033 & 6034
	Extend Walnut east of ORE 99W to meet Ash/Scoffins and Hunziker Streets (3 lanes)	\$19,000,000	Not Funded In no plans

DKS Associates

Table 11-6

Location	Description	Cost Estimate	Funding Status*
Gaarde Street	Extend and widen to 3 lanes Walnut to ORE 99W Use access control and 2 lanes in sensitive areas	\$4,000,000	RTP 6035
Hall Boulevard	Widen to 5 lanes Scholls Ferry to Locust Widen Hall south of Locust Extend south to Tualatin (3 lanes—total, both directions)	\$4,700,000 \$4,700,000 \$25,000,000	RTP 6013 RTP 6030 RTP 6069
Durham Road	Widen to 5 lanes (total, both directions) between Hall Boulevard and Upper Boones Ferry Road. Reserve right-of-way to the west for 5 lanes	\$8,000,000	RTP 6037
Durham Road/Upper Boones Ferry Road intersection	Realign intersection so that Durham Road continues on continuous route to I-5/Carmen interchange—Upper Boones Ferry Road would “tee” into Durham Road/Upper Boones Ferry Road intersection	\$5,000,000	RTP 6043
72 nd Avenue	Widen to 5 lanes: ORE 99W to Hunziker Hunziker to Bonita Bonita to Durham	\$3,000,000 \$5,000,000 \$5,000,000	Tigard Triangle LID RTP 6040 RTP 6041 RTP 6042
Hunziker/Hampton	Realign Hunziker Road to meet Hampton Road at 72 nd Avenue—requires overcrossing over ORE 217—removes existing 72 nd Avenue/Hunziker intersection	\$10,000,000	RTP 6032
Atlanta Street	Extend Atlanta Street west to meet 72 nd Avenue	\$2,500,000	To be funded with development in Tigard Triangle (i.e. LID)
Dartmouth Street	Widen to five lanes from ORE 99W to I-5	\$750,000	RTP 6045 To be funded by fronting improvements
68 th Avenue	Widen to 3-lanes between Dartmouth/I-5 Ramps and ORE 217 Extend 68 th Avenue south to meet ORE 217 providing right-in/right-out only access to 68 th Avenue from ORE 217, replacing the NB ramps to 72 nd at ORE 217	\$3,600,000 \$15,000,000	Not Funded (could be partially funded by development in Tigard Triangle—i.e. LID) RTP 6047
Scoffins/Hunziker/Hall intersection	Realign Scoffins to meet Hunziker at Hall	\$1,000,000	Not Funded
Beef Bend Road	131 st to King Arthur – 3 lanes Access Control should be implemented to preserve capacity with 2 lanes (with intersection turn lanes). Minimum 1,000 foot spacing should be used between any driveway(s) and/or public street(s) Beef Bend/Elsner from ORE 99W to Scholls Ferry Rd	\$5,000,000 \$500,000 \$24,000,000	RTP 6059 Not Funded Implemented with adjacent development RTP 6111

Table 11-6		Cost Estimate	Funding Status*
Location	Description		
Taylor's Ferry Road	Extend to Oleson Road	\$1,900,000	RTP 6017
Wall Street	New roadway connecting Hunziker Street and Hall Boulevard	\$10,000,000	Not Funded
ORE 99W Traffic Signal System/Management	Signal interconnection from I-5 to Durham	\$2,000,000	RTP 6054 & 6055
TOTAL		\$1,091,750,000	

* - RTP cost estimates and project numbers utilized where available

Table 11-7
City of Tigard Future Intersection Improvements

Table 11-7			
No.	Intersection	Description	Cost Estimate
1	Davies/Scholls Ferry Road	<ul style="list-style-type: none"> Traffic signal Northbound right turn lane Realign to meet Barrows Road 	\$3,230,000
2	North Dakota/125 th /Scholls Ferry Road	<ul style="list-style-type: none"> Southbound right turn lane Retain westbound right turn lane when 3rd lane added on Scholls Ferry Road Change from protected left turn phasing to permitted phasing north/south 	\$450,000
3	Nimbus/Scholls Ferry Road	<ul style="list-style-type: none"> Retain eastbound right turn lane when 3rd lane added on Scholls Ferry Road Retain westbound right turn lane when 3rd lane added on Scholls Ferry Road Southbound right turn lane Reconfigure northbound and southbound lanes to create exclusive left turn lanes Change from split phasing to protected left turn phasing north/south 	\$1,150,000
4	121 st /Walnut RTP 6033	<ul style="list-style-type: none"> Traffic signal Northbound left turn lane Southbound left turn lane Eastbound left turn lane Westbound left turn lane 	\$2,150,000
5	121 st /North Dakota	<ul style="list-style-type: none"> Traffic signal 	\$150,000
6	Greenburg/Oleson/Hall	<ul style="list-style-type: none"> 2nd northbound left turn lane Extend signal cycle length Assumes Hall widened to 5 lanes 	\$550,000
7	Greenburg/Washington Square Road	<ul style="list-style-type: none"> Boulevard Treatment RTP 6015 	\$2,500,000
8	Main/Greenburg/ORE 99W	<ul style="list-style-type: none"> Southbound left turn lane Retain westbound right turn lane when ORE 99W widened to 7 lanes 	\$700,000
9	Greenburg/Tiedeman	<ul style="list-style-type: none"> Extend signal cycle length Improved geometry/alignment 	\$2,050,000
10	Hall/Oak	<ul style="list-style-type: none"> Extend signal cycle length 	

Table 11-7

No.	Intersection	Description	Cost Estimate
		<ul style="list-style-type: none"> Assumes Hall widened to 5 lanes 	\$50,000
11	Hall/ORE 99W RTP 6056	<ul style="list-style-type: none"> Southbound right turn lane Northbound left turn lane Westbound right turn overlap Retain westbound right turn lane when ORE 99W widened to 7 lanes 	\$3,700,000
12	ORE 217 NB Ramps/ORE 99W	<ul style="list-style-type: none"> Retain eastbound right turn lane when ORE 99W widened to 7 lanes Retain westbound right turn lane when ORE 99W widened to 7 lanes 2nd northbound left turn lane 	\$900,000
13	ORE 217 SB Ramps/ORE 99W	<ul style="list-style-type: none"> 2nd southbound right turn lane Retain eastbound right turn lane when ORE 99W widened to 7 lanes 	\$400,000
14	Dartmouth/ORE 99W	<ul style="list-style-type: none"> Retain eastbound right turn lane when ORE 99W widened to 7 lanes 	\$200,000
15	72 nd /ORE 99W	<ul style="list-style-type: none"> Southbound right turn lane Northbound right turn overlap Change to protected left turn phasing north/south Retain eastbound right turn lane when ORE 99W widened to 7 lanes 	\$500,000
16	68 th /ORE 99W	<ul style="list-style-type: none"> 2nd westbound left turn lane Northbound left turn lane Southbound left turn lane Change to protected left turn phasing north/south 	\$1,550,000
17	72 nd /Dartmouth	<ul style="list-style-type: none"> Traffic signal Assumes 72nd Avenue and Dartmouth widened to 5 lanes 	\$150,000
18	68 th /Atlanta/Haines	<ul style="list-style-type: none"> Traffic signal 	\$150,000
19	ORE 217 SB Ramps/72 nd	<ul style="list-style-type: none"> Assumes 72nd Avenue widened to 5 lanes 	Roadway Widening
20	72 nd /Bonita	<ul style="list-style-type: none"> 72nd Avenue widened to 5 lanes 	Roadway Widening
21	72 nd /Carmen	<ul style="list-style-type: none"> 2nd northbound right turn lane 	\$200,000
22	72 nd /Upper Boones Ferry Road	<ul style="list-style-type: none"> Assumes Durham/Upper Boones Ferry/72nd widened to 5 lanes 	\$1,000,000 (Also see Table 11-6a)
23	Hall/Sattler/Ross	<ul style="list-style-type: none"> Traffic signal Northbound left turn lane Southbound left turn lane 	\$1,150,000
24	Hall/Durham	<ul style="list-style-type: none"> 2nd southbound left turn lane Widen west of intersection to introduce 5-lane section on Durham (include existing westbound right turn lane) 	\$1,220,000
25	ORE 99W/McDonald/Gaarde	<ul style="list-style-type: none"> Westbound right turn lane 	\$700,000

Table 11-7

No.	Intersection	Description	Cost Estimate
26	ORE 99W/Beef Bend	<ul style="list-style-type: none"> 2nd Northbound left turn lane Southbound right turn lane (on ORE 99W) Adjust cycle length 	\$250,000
27	Tiedeman/Walnut	<ul style="list-style-type: none"> Completed 	
28	Murray/Scholls Ferry Road	<ul style="list-style-type: none"> 2nd westbound right turn lane Add additional southbound lane to achieve 2 southbound left turn lanes and two southbound through lanes Extend signal cycle length Changes to protected left turn phasing north/south and east/west 	\$800,000
29	Beef Bend/Scholls Ferry Road	<ul style="list-style-type: none"> Eastbound right turn lane Northbound left turn lane Eastbound right turn overlap Change to protected phasing east/west Change to split phasing north/south 	\$850,000
30	Walnut/ORE 99W	<ul style="list-style-type: none"> Retain westbound right turn lane when ORE 99W is widened to 7 lanes Change to protected left turn phasing on Walnut 	\$250,000
31	72 nd /Hampton/Hunziker	<ul style="list-style-type: none"> Southbound right turn lane OR eastbound right turn lane Change to protected left turn phasing all directions 	\$300,000
32	Durham/Upper Boones Ferry Road	<ul style="list-style-type: none"> Reconfigure intersection to make through route between Durham and I-5/Carmen interchange 	\$1,000,000 (Also see Table 11-6a)
33	Gaarde/Walnut	<ul style="list-style-type: none"> Traffic signal Eastbound right turn lane 	\$350,000
34	68 th /Dartmouth	<ul style="list-style-type: none"> Traffic signal 	\$150,000
35	Carman/I-5 southbound	<ul style="list-style-type: none"> Eastbound right turn lane 	\$200,000
36	Carman/I-5 northbound	<ul style="list-style-type: none"> 2nd westbound through lane 2nd northbound left turn lane Eastbound separate through and left turn (2) lanes 	\$500,000
	Safety Enhancements	Several Intersections	\$20,000,000
	Pedestrian Crossings	Several Locations	\$8,000,000
Total Intersection Improvements			\$57,450,000

* - Based upon tentative draft RTP preferred improvement list from Metro, reference numbers from November 1998 listing. Planned indicates projects included in the MSTIP, STIP, CIP or approved (1995) RTP funding programs. Not in Plans indicates projects that have not be previously addressed in one of the local or regional transportation improvement plans.

AGENDA ITEM # 5
FOR AGENDA OF March 16, 2004

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Metro Performance Measures Survey

PREPARED BY: Jim Hendryx

DEPT HEAD OK



CITY MGR OK



ISSUE BEFORE THE COUNCIL

Review draft letter to Metro on physical attributes of a community sense of place.

STAFF RECOMMENDATION

Review draft letter to Metro that will be distributed at the Council workshop meeting on the physical attributes of a community sense of place. Give direction on finalization of letter.

INFORMATION SUMMARY

Metro first completed its performance measures report in March of 2003. This report was Metro's first comprehensive attempt to evaluate the regional land use, transportation, and natural resource policy adopted in various regional plans.

Metro is asking jurisdictions for input via the Sense of Place Survey. The Planning Commission and Council were scheduled to discuss our response to the survey at their joint meeting on February 17, 2004. Unfortunately, this matter was not discussed at that meeting. As a follow up, the draft letter was presented to Council on February 24, 2004 for Council's input and direction.

Council made several key points that were to be incorporated into a revised letter. This letter will be discussed with the Planning Commission on March 15, 2004. Planning Commission comments/revisions to the draft letter are scheduled to return to the March 16th Council meeting and again on March 23rd for finalization.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

N/A

ATTACHMENT LIST

None

FISCAL NOTES

N/A

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Draft Intergovernmental Agreement (IGA) for Parks System Development Charges (SDCs) for Unincorporated Bull Mountain Area

PREPARED BY: Jim Hendryx

DEPT HEAD OK [Signature]

CITY MGR OK [Signature]

ISSUE BEFORE THE COUNCIL

Provide direction to staff on an intergovernmental agreement between Washington County and Tigard on collection of parks system development charges (SDCs) for the unincorporated Bull Mountain area. The IGA obligates the City to place the Annexation Plan before the voters in November 2004.

STAFF RECOMMENDATION

Provide direction on finalization of the IGA between Washington County and Tigard for collection of parks SDCs for the unincorporated Bull Mountain area. The IGA obligates the City to place the Annexation Plan for a November 2004 election.

INFORMATION SUMMARY

The City of Tigard has a long history of planning and providing parks within the community. Capital improvements for parks are primarily funded through the collection of park SDCs on new development. Residential, commercial, and industrial development are assessed SDCs to fund needed park facilities identified in the City's Park Master Plan.

Tigard's Comprehensive Plan identified the needs for parks when originally adopted in 1983. The Parks Master Plan was updated in 1999 and identified future park needs for the City as well as Tigard's Urban Service Boundary, which includes areas outside current City limits. Tigard's Urban Services Boundary identifies the ultimate City limits.

Unincorporated Bull Mountain is within Tigard's Urban Services Boundary. While Tigard's Park Master Plan includes the unincorporated Bull Mountain area, the City lacks the authority to collect parks SDCs for this area. This area is rapidly developing without urban levels of park facilities.

Washington County recognizes Tigard as the park and recreational service provider for the City as well as those areas within our Urban Services Boundary. Washington County is considering adoption of implementing ordinances enabling collection of parks SDCs within specific areas in unincorporated Washington County. This would include the unincorporated Bull Mountain area. The IGA under consideration would obligate the City to place the Annexation Plan before the voters in November of 2004. With this commitment from Tigard, the County would start collecting park SDCs with the passage of implementing ordinance as early as May 2004.

Washington County has completed a draft IGA. Council's direction is needed to finalize the IGA.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Growth and Growth Management, Goal #2 – Urban services are provided to all citizens within Tigard's urban growth boundary and recipients of services pay their share.

ATTACHMENT LIST

Attachment 1: March 8, 2004 memo from Jim Hendryx – Parks System Development Charges for Unincorporated Bull Mountain

Attachment 2: Draft IGA, Annexation Plan Intergovernmental Agreement Between City of Tigard and Washington County

FISCAL NOTES

N/A



MEMORANDUM

CITY OF TIGARD

TO: City Council

FROM: Jim Hendryx

DATE: March 8, 2004

SUBJECT: Parks System Development Charges for Unincorporated Bull Mountain

The City of Tigard has a long history of planning and providing parks within the community, dating back to the adoption of the Comprehensive Plan in 1983. Capital improvements for parks are primarily funded through the collection of park system development charges (SDCs) on new development. Residential, commercial, and industrial development are assessed SDCs to fund needed park facilities identified in the City's Park Master Plan.

Tigard's Comprehensive Plan identified the need for parks when originally adopted in 1983. The Parks Master Plan was updated in 1999 and identified future park needs for the City as well as Tigard's Urban Service Boundary, which includes areas outside current City limits. Tigard's Urban Services Boundary identifies the ultimate City limits.

Unincorporated Bull Mountain is within Tigard's Urban Services Boundary. While Tigard's Park Master Plan includes the unincorporated Bull Mountain area, the City lacks the authority to collect parks SDCs for this area or any other area outside the City limits but within the Urban Services Boundaries.

Washington County recognizes Tigard as the park and recreational service provider for the City as well as those areas within our Urban Services Boundary. Washington County is considering adoption of implementing ordinances enabling collection of parks SDCs within specific areas in unincorporated Washington County. This would include the unincorporated Bull Mountain area.

In 2001, Council adopted a goal to establish an annexation policy/strategy for unincorporated areas within Tigard's Urban Services Boundary. This resulted in completion of the Bull Mountain Annexation Plan and the Public Facilities and Services Assessment Report of Bull Mountain. In 2003, Council directed development of the Bull Mountain Annexation Plan. In December 2003, Council delayed action on the Annexation Plan until July 2004 with the intent to place the Annexation Plan before the voters in November of 2004.

The IGA obligates Tigard to place the Bull Mountain Annexation Plan before the voters in November 2004. With this commitment, Washington County will initiate collection of a parks SDC within unincorporated Bull Mountain, pending formal action on implementing ordinances allowing the County to collect park SDCs as early as May 2004.

Washington County has completed a draft IGA which is attached. Initially, staff has the following comments:

Page 2, II Responsibilities of the Parties: Add section G to read, The County will authorize the City to begin collecting park SDCs as of _____ to be held in escrow until the area from which the SDCs are collected is annexed into the City.

ANNEXATION PLAN INTERGOVERNMENTAL AGREEMENT
BETWEEN
CITY OF TIGARD AND WASHINGTON COUNTY

This agreement is made and entered into by and between Washington County, a political subdivision of the State of Oregon, hereinafter "County," and the City of Tigard, a political subdivision of the State of Oregon, hereinafter "City."

WHEREAS, ORS 195.065(1) requires units of local government that provide an urban service within the regional urban growth boundary to enter into an urban service agreement that: specifies the unit of government that will deliver the services, sets forth the functional role of each service provider, determines the future service area, and assigns responsibilities for planning and coordination of services; and

WHEREAS, pursuant to ORS 195, the County, City and other affected local governments have adopted the Tigard Urban Service Agreement, which designates the City as the park and recreation provider to the Tigard Urban Service Area; and

WHEREAS, ORS 195.205 TO 195.235 grant authority to cities to annex lands within an urban growth boundary, subject to voter approval, if the city enacts an annexation plan adopted pursuant to ORS 195.020, 195.060 to 195.085, 195.145 to 195.235, 197.005, 197.319, 197.320, 197.335, and 223.304, and if the city has entered into an urban service agreement with the county and special districts which provide urban services within the affected area; and

WHEREAS, the City and County entered into an intergovernmental agreement in September 2002, which calls for the collection of a park system development charge in the Area if the City committed to placing an annexation plan for the Area on the ballot;

WHEREAS, the City is undertaking the preparation of an annexation plan for properties in the Area that are outside of the City's current boundary;

WHEREAS, the County has, as part of its adopted 2004 Planning Division Work Program, committed to prepare an interim park system development charge for the Area; and

WHEREAS, ORS 190.010 provides that units of government may enter into agreements for the performance of any and all functions and activities that are a party to the agreement, its officers or agencies have authority to perform;

NOW THEREFORE, THE CITY AND COUNTY AGREE AS FOLLOWS:

I. Affected Area

The area affected by this intergovernmental agreement is known as the Bull Mountain Area, which is located in the Tigard Urban Service Area. This area is defined by Exhibit A.

and is hereinafter referred to as the "Area."

II. Responsibilities of the Parties

The City and County agree to perform the following activities as part of this intergovernmental agreement:

- A. The City will prepare an annexation plan for the Area.
- B. The County will provide assistance to the City to develop the annexation plan, including public involvement and outreach.
- C. The City will place the annexation plan on the ballot no later than November 2, 2004. The City will annex all properties in the Area as specified in the annexation plan.
- D. The annexation plan will be consistent with the provisions of the Tigard Urban Service Agreement.
- E. The County will prepare an interim park system development charge (SDC) for the Area to serve as a bridge until the annexation plan is implemented. The County's SDC will be based upon the City's methodology for the City's park SDC.
- F. To the extent necessary, the City shall make its staff and other needed resources available to explain the methodology used to develop the City park SDC.

III. Term of Agreement

This intergovernmental agreement shall be effective upon execution by the City and County. This agreement shall terminate when the vote for the annexation plan occurs.

In Witness thereof, the parties hereby enter into this agreement on the date set opposite their signatures. The effective date of this agreement shall be the last date of signature on the signature pages. The parties, by their representative's signatures to this agreement, signify that each has read the agreement and understands its terms.

City of Tigard/Washington County
Annexation Plan Intergovernmental Agreement
February 26, 2004
Page 3

CITY OF TIGARD

By: _____
Craig Dirksen, Mayor

Date

Approved as to Form:

By: _____
City Attorney

WASHINGTON COUNTY

By: _____
Tom Brian, Chair
Board of Commissioners

Date

Approved as to Form:

By: _____
County Counsel